



REGIONAL REVIEW FINDING

Atlanta Regional Commission • 40 Courtland Street NE, Atlanta, Georgia 30303 • ph: 404.463.3100 • fax:404.463.3105 • www.atlantaregional.com

DATE: 2/23/2006

ARC REVIEW CODE: R601241

TO: Mayor Shirley Franklin
ATTN TO: Harry Boxler, Principal
FROM: Charles Krautler, Director

NOTE: This is digital signature. Original on file.

The Atlanta Regional Commission (ARC) has completed regional review of the following Development of Regional Impact (DRI). Below is the ARC finding. The Atlanta Regional Commission reviewed the DRI with regard to conflicts to regional plans, goals, and policies and impacts it might have on the activities, plans, goals, and policies of other local jurisdictions and state, federal, and other agencies. The finding does not address whether the DRI is or is not in the best interest of the local government.

Submitting Local Government: City of Atlanta
Name of Proposal: East Medinah Village

Review Type: Development of Regional Impact **Date Opened:** 1/23/2006 **Date Closed:** 2/23/2006

FINDING: After reviewing the information submitted for the review, and the comments received from affected agencies, the Atlanta Regional Commission finding is that the DRI is in the best interest of the Region, and therefore, of the State.

Additional Comments: East Medinah Village is a proposed mixed use development that meets many of ARC's Regional Development Polices. The proposed development is promoting investment in areas with existing infrastructure to accommodate the forecasted population and employment growth more efficiently, investing new development along transportation corridors, activity centers, and the central business district, increasing opportunities for mixed use development, infill, and redevelopment, and promoting transit oriented development. The development also provides housing choices to this part of the city while preserving the existing surrounding single family neighborhoods. The proposed development is located adjacent to the proposed Beltline corridor for the City of Atlanta. This corridor will include multi use trails and transit for residents of the City. The Beltline Redevelopment Plan designates the site of the proposed development as suitable for redevelopment of mid rise mixed use buildings. The area immediately surrounding the proposed development has been designated in the Redevelopment Plan as suitable for similar mixed use development in scale and character and medium density residential. The proposed development is compatible for the proposed Beltline Redevelopment Plan. It is recommended that the development team coordinate with the development plans of MARTA's ongoing Inner Core Alternative Analysis to ensure suitable connections to the proposed transit infrastructure

THE FOLLOWING LOCAL GOVERNMENTS AND AGENCIES RECEIVED NOTICE OF THIS REVIEW:

- | | | |
|---|--------------------------------------|---|
| ARC LAND USE PLANNING | ARC TRANSPORTATION PLANNING | ARC ENVIRONMENTAL PLANNING |
| ARC DATA RESEARCH | ARC AGING DIVISION | GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS |
| GEORGIA DEPARTMENT OF NATURAL RESOURCES | GEORGIA DEPARTMENT OF TRANSPORTATION | GEORGIA REGIONAL TRANSPORTATION AUTHORITY |
| FULTON COUNTY | DEKALB COUNTY | METRO ATLANTA RAPID TRANSIT AUTHORITY |
| CITY OF ATLANTA SCHOOLS | ATLANTA DEVELOPMENT AUTHORITY | THE BELTLINE PARTNERSHIP |

If you have any questions regarding this review, Please call Mike Alexander, Review Coordinator, at (404) 463-3302. This finding will be published to the ARC website.

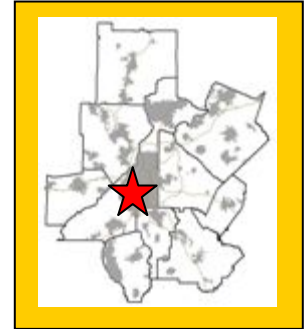
The ARC review website is located at: <http://www.atlantaregional.com/qualitygrowth/reviews.html> .

Preliminary Report:	January 23, 2006	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	East Medinah Village #981
Final Report Due:	February 22, 2006		Comments Due By:	February 6, 2006

FINAL REPORT SUMMARY

PROPOSED DEVELOPMENT:

The proposed East Medinah Village is a mixed use development on 6.2 acres in the City of Atlanta. The proposed development will include 722 residential condominium units, 97,400 square feet of retail, and 90,700 square feet of office. The proposed development is located at the intersection of Hank Aaron Drive and Milton Avenue in the Peoplestown neighborhood of Atlanta. There are two proposed access points along Hank Aaron Drive and one access point along Milton Avenue.



PROJECT PHASING:

The project is being proposed in one phase with a project build out date for 2008.

GENERAL

According to information on the review form or comments received from potentially affected governments:

Is the proposed project consistent with the host-local government's comprehensive plan? If not, identify inconsistencies.

The project site is currently zoned I-1 (light industrial) with the southern portion of the property zoned I-2c (heavy industrial). The proposed zoning for the site is MRC-3 (mixed use development). Information submitted for the review states that the proposed development is not consistent with the City of Atlanta's Future Land Use Plan, which designates the area as industrial. However, information submitted for the review indicates that the City of Atlanta intends to amend the map to account for this development.

Is the proposed project consistent with any potentially affected local government's comprehensive plan? If not, identify inconsistencies.

No comments were received identifying inconsistencies with any potentially affected local government's comprehensive plan.

Will the proposed project impact the implementation of any local government's short-term work program? If so, how?

No comments were received concerning impacts to the implementation of any local government's short term work program.

Will the proposed project generate population and/or employment increases in the Region? If yes, what would be the major infrastructure and facilities improvements needed to support the increase?

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Yes, the proposed development would increase the need for services in the area for existing and future residents.

What other major development projects are planned near the proposed project?

The ARC has reviewed other major development projects, known as Area Plan (1984 to 1991) or as a DRI (1991 to present), within two miles radius of the proposed project.

2000	Glenwood Park
1993	Central Olympic Stadium

Will the proposed project displace housing units or community facilities? If yes, identify and give number of units, facilities, etc.

Based on information submitted for the review, the site is currently occupied by 3 vacant buildings and a junkyard.

Will the development cause a loss in jobs? If yes, how many?

No.

Is the proposed development consistent with regional plans and policies?

East Medinah Village is a proposed mixed use development that meets many of ARC’s Regional Development Polices. The proposed development is promoting investment in areas with existing infrastructure to accommodate the forecasted population and employment growth more efficiently, investing new development along transportation corridors, activity centers, and the central business district, increasing opportunities for mixed use development, infill, and redevelopment, and promoting transit oriented development. The development also provides housing choices to this part of the city while preserving the existing surrounding single family neighborhoods.

The proposed development is located adjacent to the proposed Beltline corridor for the City of Atlanta. This corridor will include multi use trails and transit for residents of the City. The Beltline Redevelopment Plan designates the site of the proposed development as suitable for redevelopment of mid rise mixed use buildings. The area immediately surrounding the proposed development has been designated in the Redevelopment Plan as suitable for similar mixed use development in scale and character and medium density residential. The proposed development is compatible for the proposed Beltline Redevelopment Plan.

It is recommended that the development team coordinate with the development plans of MARTA’s ongoing Inner Core Alternative Analysis to ensure suitable connections to the proposed transit infrastructure.

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FINAL REPORT

Regional Development Plan Policies

1. Provide development strategies and infrastructure investments to accommodate forecasted population and employment growth more efficiently.
2. Guide an increased share of new development to the Central Business District, transportation corridors, activity centers and town centers.
3. Increase opportunities for mixed-use development, infill and redevelopment.
4. Increase transportation choices and transit-oriented development (TOD).
5. Provide a variety of housing choices throughout the region to ensure housing for individuals and families of diverse incomes and age groups.
6. Preserve and enhance existing residential neighborhoods.
7. Advance sustainable greenfield development.
8. Protect environmentally sensitive areas.
9. Create a regional network of greenspace that connects across jurisdictional boundaries.
10. Preserve existing rural character.
11. Preserve historic resources.
12. Inform and involve the public in planning at regional, local and neighborhood levels.
13. Coordinate local policies and regulations to support the RDP.
14. Support growth management at the state level.

BEST LAND USE PRACTICES

Practice 1: Keep vehicle miles of travel (VMT) below the area average. Infill developments are the best at accomplishing this. The more remote a development the more self contained it must be to stay below the area average VMT.

Practice 2: Contribute to the area's jobs-housing balance. Strive for a job-housing balance with a three to five mile area around a development site.

Practice 3: Mix land uses at the finest grain the market will bear and include civic uses in the mix.

Practice 4: Develop in clusters and keep the clusters small. This will result in more open space preservation.

Practice 5: Place higher-density housing near commercial centers, transit lines and parks. This will enable more walking, biking and transit use.

Practice 6: Phase convenience shopping and recreational opportunities to keep pace with housing. These are valued amenities and translate into less external travel by residents if located conveniently to housing.

Practice 7: Make subdivisions into neighborhoods with well-defined centers and edges. This is traditional development.

Practice 8: Reserve school sites and donate them if necessary to attract new schools. This will result in neighborhood schools which provide a more supportive learning environment than larger ones.

Practice 9: Concentrate commercial development in compact centers or districts, rather than letting it spread out in strips.

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Practice 10: Make shopping centers and business parks into all-purpose activity centers. Suburban shopping centers and their environs could be improved by mixing uses and designing them with the pedestrian amenities of downtowns.

Practice 11: Tame auto-oriented land uses, or at least separate them from pedestrian-oriented uses. Relegate “big box” stores to areas where they will do the least harm to the community fabric.

BEST TRANSPORTATION PRACTICES

Practice 1: Design the street network with multiple connections and relatively direct routes.

Practice 2: Space through-streets no more than a half-mile apart or the equivalent route density in a curvilinear network.

Practice 3: Use traffic-calming measures liberally. Use short streets, sharp curves, center islands, traffic circles, textured pavements, speed bumps and raised crosswalks.

Practice 4: Keep speeds on local streets down to 20 mph.

Practice 5: Keep speeds on arterials and collectors down to 35 mph (at least inside communities).

Practice 6: Keep all streets as narrow as possible and never more than four traffic lanes wide. Florida suggests access streets 18 feet, subcollectors 26 feet, and collectors from 28 feet to 36 feet depending on lanes and parking.

Practice 7: Align streets to give buildings energy-efficient orientations. Allow building sites to benefit from sun angles, natural shading and prevailing breezes.

Practice 8: Avoid using traffic signals wherever possible and always space them for good traffic progression.

Practice 9: Provide networks for pedestrians and bicyclists as good as the network for motorists.

Practice 10: Provide pedestrians and bicyclists with shortcuts and alternatives to travel along high-volume streets.

Practice 11: Incorporate transit-oriented design features.

Practice 12: Establish TDM programs for local employees. Ridesharing, modified work hours, telecommuting and others.

BEST ENVIRONMENTAL PRACTICES

Practice 1: Use a systems approach to environmental planning. Shift from development orientation to basins or ecosystems planning.

Practice 2: Channel development into areas that are already disturbed.

Practice 3: Preserve patches of high-quality habitat, as large and circular as possible, feathered at the edges and connected by wildlife corridors. Stream corridors offer great potential.

Practice 4: Design around significant wetlands.

Practice 5: Establish upland buffers around all retained wetlands and natural water bodies.

Practice 6: Preserve significant uplands, too.

Practice 7: Restore and enhance ecological functions damaged by prior site activities.

Practice 8: Detain runoff with open, natural drainage systems. The more natural the system the more valuable it will be for wildlife and water quality.

Practice 9: Design man-made lakes and stormwater ponds for maximum environmental value. Recreation, stormwater management, wildlife habitat and others.

Practice 10: Use reclaimed water and integrated pest management on large landscaped areas. Integrated pest management involves controlling pests by introducing their natural enemies and cultivating disease and insect resistant grasses.

Practice 11: Use and require the use of Xeriscape™ landscaping. Xeriscaping™ is water conserving landscape methods and materials.

BEST HOUSING PRACTICES

Practice 1: Offer “life cycle” housing. Providing integrated housing for every part of the “life cycle.”

Practice 2: Achieve an average net residential density of six to seven units per acre without the appearance of crowding. Cluster housing to achieve open space.

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- Practice 3: Use cost-effective site development and construction practices. Small frontages and setbacks; rolled curbs or no curbs; shared driveways.
- Practice 4: Design of energy-saving features. Natural shading and solar access.
- Practice 5: Supply affordable single-family homes for moderate-income households.
- Practice 6: Supply affordable multi-family and accessory housing for low-income households.
- Practice 7: Tap government housing programs to broaden and deepen the housing/income mix.
- Practice 8: Mix housing to the extent the market will bear.

LOCATION

Where is the proposed project located within the host-local government's boundaries?

The project is located in the City of Atlanta. The project site approximately 6.2 acres bounded by Hank Aaron Drive, Milton Avenue, and the CSX Railroad.

Will the proposed project be located close to the host-local government's boundary with another local government? If yes, identify the other local government.

The proposed development is entirely within the City of Atlanta.

Will the proposed project be located close to land uses in other jurisdictions that would benefit, or be negatively impacted, by the project? Identify those land uses which would benefit and those which would be negatively affected and describe impacts.

The proposed development is surrounded by existing industrial and residential uses.

ECONOMY OF THE REGION

According to information on the review form or comments received from potentially affected governments:

What new taxes will be generated by the proposed project?

Estimated value of the development is \$200 million with an expected \$60 million in annual local tax revenues.

How many short-term jobs will the development generate in the Region?

Short-term jobs will depend upon construction schedule.

Is the regional work force sufficient to fill the demand created by the proposed project?

Yes.

In what ways could the proposed development have a positive or negative impact on existing industry or business in the Region?



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The proposed development will have positive impacts on future development and redevelopment with the neighborhood around the proposed Atlanta Beltline.

NATURAL RESOURCES

Will the proposed project be located in or near wetlands, groundwater recharge area, water supply watershed, protected river corridor, or other environmentally sensitive area of the Region? If yes, identify those areas.

This project is proposed on a site that appears to be already almost entirely impervious in a dense urban area. Stormwater will be handled by the City stormwater system.

HISTORIC RESOURCES

Will the proposed project be located near a national register site? If yes, identify site.

None have been identified.

In what ways could the proposed project create impacts that would damage the resource?

Not applicable.

In what ways could the proposed project have a positive influence on efforts to preserve or promote the historic resource?

Not applicable.

**INFRASTRUCTURE
Transportation**

Georgia Regional Transportation Authority Review Findings

How many site access points will be associated with the proposed development? What are their locations?

Full-movement access to East Medinah Village is proposed at two locations along Hank Aaron Drive and at one location along Milton Avenue.

How much traffic (both average daily and peak am/pm) will be generated by the proposed project?

URS performed the transportation analysis. GRTA and ARC review staff agreed with the methodology and assumptions used in the analysis. The net trip generation is based on the rates published in the 7th edition of the Institute of Transportation Engineers (ITE) Trip Generation report; they are listed in the following table:



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Land Use	A.M. Peak Hour			P.M. Peak Hour			24-Hour
	Enter	Exit	2-Way	Enter	Exit	2-Way	2-Way
772 Condominiums	45	220	265	215	106	321	3647
90,700 sq ft Office Space	153	20	173	31	149	180	1237
97,400 sq ft Retail	39	26	65	169	163	332	3199
Total Reductions	-57	-47	-104	-174	-178	-352	-3224
TOTAL NEW TRIPS	257	269	526	325	347	672	7760

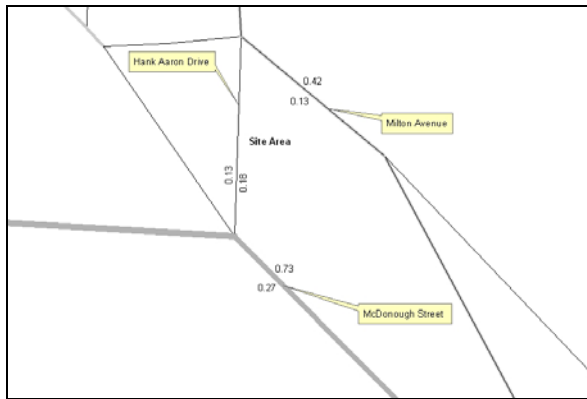
What are the existing traffic patterns and volumes on the local, county, state and interstate roads that serve the site?

Incorporating the trip generation results, the transportation consultant distributed the traffic on the current roadway network. An assessment of the existing Level of Service (LOS) and projected LOS based on the trip distribution findings helps to determine the study network. The results of this exercise determined the study network, which has been approved by ARC and GRТА. If analysis of an intersection or roadway results in a substandard LOS “D”, then the consultant recommends improvements.

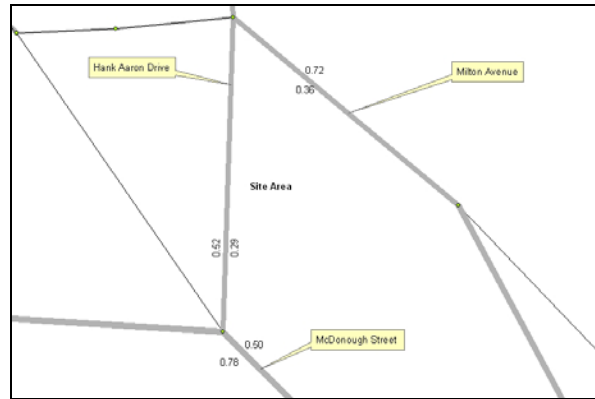
Projected traffic volumes from the Regional Travel Demand Model are compared to the assigned capacity of facilities within the study network. This data is used to calculate a volume to capacity (V/C) ratio. The V/C ratio values that define the LOS thresholds vary depending on factors such as the type of terrain traversed and the percent of the road where passing is prohibited. LOS A is free-flow traffic from 0 to 0.3, LOS B is decreased free-flow from 0.31 to 0.5, LOS C is limited mobility from 0.51 to 0.75, LOS D is restricted mobility from 0.76 to 0.9, LOS E is at or near capacity from 0.91 to 1.00, and LOS F is breakdown flow with a V/C ratio of 1.01 or above. As a V/C ratio reaches 0.8, congestion increases. The V/C ratios for traffic in various network years are presented in the following table. Any facilities that have a V/C ratio of 1.0 or above are considered congested.

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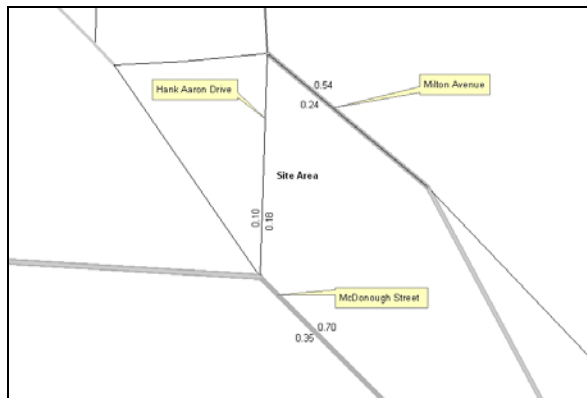
V/C Ratios



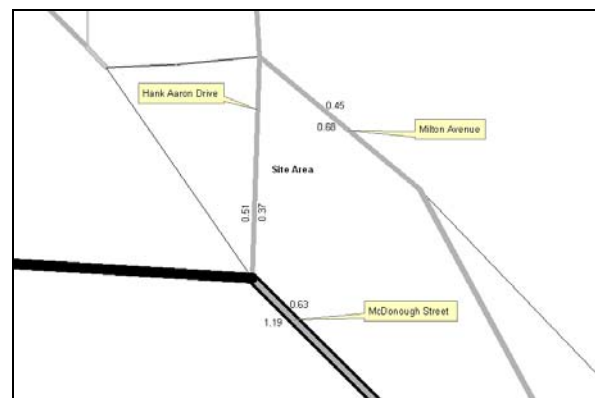
2005 AM Peak



2005 PM Peak



2010 AM Peak



2010 PM Peak



2030 AM Peak



2030 PM Peak

Legend	
AM/PM Peak V/C Ratio	LOS A: 0 - 0.3 LOS B: 0.31 - 0.5 LOS C: 0.51 - 0.75 LOS D: 0.76 - 0.90 LOS E: 0.91 - 1.00 LOS F: 1.01+

For the V/C ratio graphic, the data is based on 2005, 2010 and 2030 A.M./P.M. peak volume data generated from ARC's travel demand model for Mobility 2030, the 2030 RTP and the FY 2005-2010 TIP, approved in December 2004. The travel demand model incorporates lane addition improvements and updates to the network as appropriate. As the life of the RTP progresses, volume and/or V/C ratio data may appear inconsistent due to (1) effect of implementation of nearby new or expanded facilities or (2) impact of socio-economic data on facility types.



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List the transportation improvements that would affect or be affected by the proposed project.

2005-2010 TIP*

ARC Number	Route	Type of Improvement	Scheduled Completion Year
<u>AR-441A</u>	I-75/I-85 RAMP METERS / HIGHWAY ADVISORY RADIO	Roadway Operations	2007
<u>441B</u>	I-75/I-85 RAMP METERS / HIGHWAY ADVISORY RADIO	Roadway Operations	2007
<u>AR-444A,B</u>	I-20 EAST AND WEST RAMP METERS / HIGHWAY ADVISORY RADIO	Roadway Operations	2008
<u>AT-AR-BP098</u>	WEST END RAIL MULTI-USE TRAIL	Multi-Use Bike/Ped Facility	2008

2030 RTP*

ARC Number	Route	Type of Improvement	Scheduled Completion Year
<u>AT-175</u>	UNIVERSITY AVENUE	Roadway Capacity	2015
<u>AR-450B1,2</u>	INNER CORE TRANSPORTATION CORRIDOR - PHASE 1, SEGMENT 2 – MULTI-USE PATH IN THE SOUTHEAST QUADRANT [SEE ALSO OTHER AR-450 AND AR-451 SERIES LINE ITEMS]	Bike/Ped	2012
<u>AR-451B1</u>	INNER CORE TRANSPORTATION CORRIDOR - PHASE 2, SEGMENT 2 - TRANSIT SERVICE IN THE SOUTHEAST QUADRANT [SEE ALSO OTHER AR-450 AND AR-451 SERIES LINE ITEMS]	Transit Facility	2025

**The ARC Board adopted the 2030 RTP and FY 2005-2010 TIP in December 2004. USDOT approved in December 2004.*

Summarize the transportation improvements as recommended by consultant in the traffic study for East Medinah Village.

According to the findings, there will be no capacity deficiencies as a result of future year **background** traffic. The transportation consultant has made no recommendations for improvements to be carried out in order to upgrade the existing level of service.

According to the findings, there will be some capacity deficiencies as a result of future year **total** traffic. The transportation consultant has made recommendations for improvements to be carried out in order to upgrade the existing level of service.

Hank Aaron Drive at North Driveway

- Add exclusive left-turn and right-turn exiting lanes.
- Add no additional auxiliary entering lanes.

Hank Aaron Drive at South Driveway

- Add exclusive left-turn and right turn exiting lanes.
- Add no additional auxiliary entering lanes.

Milton Avenue at Eastern Driveway



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- Add a single exiting lane.
- Add no additional auxiliary entering lanes.

Is the site served by transit? If so, describe type and level of service and how it will enhance or be enhanced by the presence of transit? Are there plans to provide or expand transit service in the vicinity of the proposed project?

No MARTA rail stations are located within ½ mile of the site. However, bus service to nearby rail stations exists along roads adjacent to the site.

- MARTA bus route # 4 operates Monday through Friday from 4:42 am till 11:51 pm with headways every 20 minutes. Saturday service is provided from 5:28 am till 11:58 pm with headways every 45 minutes and Sunday service is provided from 5:40 am till 11:54 pm with headways every 45 minutes.
- MARTA bus route # 55 operates Monday through Friday from 5:00 am till 11:39 pm with headways every 30 minutes. Saturday service is provided from 6:00 am till 10:25 pm with headways every 50 minutes and Sunday service is provided from 6:00 am till 9:47 pm with headways every 60 minutes.
- MARTA bus route #17 operates Monday through Friday from 4:41 am till 11:58 pm with headways every 35 minutes. Saturday service is provided from 5:50 am till 11:57 pm with headways every 40 minutes and Sunday service is provided from 5:50 am till 11:17 pm with headways every 40 minutes.
- MARTA bus route # 49 operates Monday through Friday from 5:18 am till 11:06 pm with headways every 25 minutes. Saturday service is provided from 5:56 am till 10:33 pm with headways every 45 minutes.

What transportation demand management strategies does the developer propose (carpool, flex-time, transit subsidy, etc.)?

None proposed.

The development **PASSES** the ARC's Air Quality Benchmark test.

Air Quality Impacts/Mitigation (based on ARC strategies)	Credits	Total
Where Residential is dominant, >15 units/ac	6%	6%
Where Residential is dominant, 10% Retail and 10% Office	9%	9%
w/in 1/4 mile of Bus Stop (CCT, MARTA, Other)	3%	3%
Bike/ped networks that meet Mixed Use or Density target and connect to adjoining uses	5%	5%
Total		23%

What are the conclusions of this review? Is the transportation system (existing and planned) capable of accommodating these trips?

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Traffic impacts by this development are minimal. However, given the projects close proximity to entrance ramps to the I-75/I-85 connector at University Avenue which, according to the traffic study, are projected to operate at a level of service of D in 2008, it is suggested that all recommended improvements be implemented prior to completion of the development.

INFRASTRUCTURE

Wastewater and Sewage

Based on regional averages, wastewater is estimated at 0.24 MGD.

Which facility will treat wastewater from the project?

Information submitted with the review states that the R.M Clayton plant will provide wastewater treatment for the proposed development.

What is the current permitted capacity and average annual flow to this facility?

The capacity of R.M.Clayton is listed below

PERMITTED CAPACITY MMF, MGD ₁	DESIGN CAPACITY MMF, MGD	2001 MMF, MGD	2008 MMF, MGD	2008 CAPACITY AVAILABLE +/-, MGD	PLANNED EXPANSION	REMARKS
No flow limit	122	99	120	2	None. Plan before EPD to permit plant at design capacity consistent with draft Chattahoochee River Model.	Existing Consent Decree with the U.S. EPA and Georgia EPD require CSO and SSO improvements throughout City of Atlanta wastewater system by 2207 and 2014, respectively.

MMF: Maximum Monthly Flow. Mgd: million of gallons per day.

*₁ Source: Metropolitan North Georgia Water Planning District **SHORT-TERM WASTEWATER CAPACITY PLAN**, August 2002.*

What other major developments will be served by the plant serving this project?

ARC has reviewed a number of major developments that will be served by this plant.

INFRASTRUCTURE

Water Supply and Treatment

How much water will the proposed project demand?

Water demand also is estimated at .24 MGD based on regional averages.



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How will the proposed project's demand for water impact the water supply or treatment facilities of the jurisdiction providing the service?

Information submitted with the review suggests that there is sufficient water supply capacity available for the proposed project.

INFRASTRUCTURE

Solid Waste

How much solid waste will be generated by the project? Where will this waste be disposed?

Information submitted with the review 1577.62 tons of solid waste per year.

Other than adding to a serious regional solid waste disposal problem, will the project create any unusual waste handling or disposal problems?

No.

Are there any provisions for recycling this project's solid waste?

None stated.

INFRASTRUCTURE

Other facilities

According to information gained in the review process, will there be any unusual intergovernmental impacts on:

- Levels of governmental services?
- Administrative facilities?
- Schools?
- Libraries or cultural facilities?
- Fire, police, or EMS?
- Other government facilities?
- Other community services/resources (day care, health care, low income, non-English speaking, elderly, etc.)?

None were determined during the review.

HOUSING



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Will the proposed project create a demand for additional housing?

No, the project will provide an additional 722 housing units that will include condominiums.

Will the proposed project provide housing opportunities close to existing employment centers?

Yes, once developed, this project will provide housing opportunities for existing employment centers.

Is there housing accessible to the project in all price ranges demanded?

The site proposed for the development is located in Census Tract 56. This tract had a 4.3 percent increase in number of housing units from 2000 to 2003 according to ARC's Population and Housing Report. The report shows that 45 percent of the housing units are single-family, compared to 69 percent for the region; thus indicating a variety of housing options around the development area.

Is it likely or unlikely that potential employees of the proposed project will be able to find affordable* housing?

Likely, assuming the development is approved with multiple price ranges of housing.

* Defined as 30 percent of the income of a family making 80 percent of the median income of the Region – FY 2000 median income of \$51,649 for family of 4 in Georgia.

RECORD OF CONCURRENCE AND APPROVAL

SUBJECT: East Medinah Village	SUSPENSE DATE February 7, 2006	IDENTIFICATION NO. R601241 DRI #981
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EXPLANATION: Attached is information concerning a Development of Regional Impact (DRI) **East Medinah Village**: The proposed East Medinah Village is a mixed used development on 7.56 acres in the City of Atlanta. The proposed development will include 722 residential condominium units, 97,400 square feet of retail, and 90,700 square feet of office. The proposed development is located at the intersection of Hank Aaron Drive and Milton Avenue in the Peoplestown neighborhood of Atlanta. There are two proposed access points along Hank Aaron Drive and one access point along Milton Avenue. Additional information is contained in the DRL. Development of Regional Impact Review is required to determine impact of this development as it relates to MARTA's development initiatives. If this project has no impact, please note [REDACTED]

Return to Will Stinson with written comments or written response once routing is complete.

ORIGINATOR Gwen Ames x5566		DATE ORIGINATED January 26, 2006	PERSON TO CONTACT FOR DETAILS: Cynthia Moss Beasley	PHONE NO. x5314
ROUTING SEQUENCE	APPROVAL AUTHORITY	SIGNATURE	DATE	COMMENTS
7	Director CORPORATE FINANCE & TOD Cynthia Moss-Beasley		2-3-06	
6	Director TRANSIT SYSTEM PLANNING & SCHEDULING Thelma J. Hayes		2/3/06	
5	Manager Transit Planning TRANSIT SYSTEM PLANNING Henry Ikwut-Ukwa		2-3-06	Transit supportive development for the beltline. Will draft letter of support.
4	Manager of Property Development CORPORATE FINANCE & TOD Darryl P. Connelly		2-2-06	NEXT TO PROPOSED BELTLINE. FOUR BUS ROUTES IN AREA. RECOMMEND LEVEL OF SUPPO CT.
3	Manager of Real Estate CORPORATE FINANCE & TOD Scott Pendergrast		1/30/06	No impact.
2	Manager of Economic Dev & Lease Management CORPORATE FINANCE & TOD Lynda Penton		1/30/06	No Impact
1&8	Administrator/Lease & Finance Specialist Corporate Finance & TOD Will Stinson		1/30/06	



REGIONAL REVIEW NOTIFICATION

Atlanta Regional Commission • 40 Courtland Street NE Atlanta, Georgia 30303 • 404.525.1100 • www.atlantaregional.com

DATE: 1/24/2006

ARC REVIEW CODE: R601241

TO: Mayor Shirley Franklin
ATTN TO: Harry Boxler, Principal
FROM: Charles Krautler, Director

NOTE: This is digital
signature. Original on file.

The Atlanta Regional Commission (ARC) has received the following proposal and is initiating a regional review to seek comments from potentially impacted jurisdictions and agencies. The ARC requests your comments regarding related to the proposal not addressed by the Commission's regional plans and policies.

Name of Proposal: East Medinah Village

Review Type: Development of Regional Impact

Description: The proposed East Medinah Village is a mixed use development on 7.56 acres in the City of Atlanta. The proposed development will include 722 residential condominium units, 97,400 square feet of retail, and 90,700 square feet of office. The proposed development is located at the intersection of Hank Aaron Drive and Milton Avenue in the Peoplestown neighborhood of Atlanta. There are two proposed access points along Hank Aaron Drive and one access point along Milton Avenue.

Submitting Local Government: City of Atlanta

Date Opened: 1/24/2006

Deadline for Comments: 2/7/2006

Earliest the Regional Review can be Completed: 2/23/2006

THE FOLLOWING LOCAL GOVERNMENTS AND AGENCIES ARE RECEIVING NOTICE OF THIS REVIEW:

ARC LAND USE PLANNING
ARC DATA RESEARCH
GEORGIA DEPARTMENT OF NATURAL RESOURCES
FULTON COUNTY
CITY OF ATLANTA SCHOOLS

ARC TRANSPORTATION PLANNING
ARC AGING DIVISION
GEORGIA DEPARTMENT OF TRANSPORTATION
DEKALB COUNTY
ATLANTA DEVELOPMENT AUTHORITY

ARC ENVIRONMENTAL PLANNING
GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS
GEORGIA REGIONAL TRANSPORTATION AUTHORITY
METRO ATLANTA RAPID TRANSIT AUTHORITY
THE BELTLINE PARTNERSHIP

Attached is information concerning this review.

If you have any questions regarding this review, Please call Mike Alexander, Review Coordinator, at (404) 463-3302. If the ARC staff does not receive comments from you by 2006-02-07 00:00:00, we will assume that your agency has no additional comments and we will close the review. Comments by email are strongly encouraged.

The ARC review website is located at: <http://www.atlantaregional.com/qualitygrowth/reviews.html> .



REGIONAL REVIEW NOTIFICATION



DEVELOPMENT OF REGIONAL IMPACT

DRI- REQUEST FOR COMMENTS

Instructions: The project described below has been submitted to this Regional Development Center for review as a Development of Regional Impact (DRI). A DRI is a development of sufficient project of sufficient scale or importance that it is likely to have impacts beyond the jurisdiction of the project is actually located, such as adjoining cities or neighboring counties. We would like to consider your comments on this proposed development in our DRI review process. Therefore, please review the information about the project included on this form and give us your comments in the space provided. The completed form should be returned to the RDC on or before the specified return deadline.

Preliminary Findings of the RDC: East Medinah Village See the Preliminary Report .

Comments from affected party (attach additional sheets as needed):

See Attached letter for MARTA Comments.

Individual Completing form:

Will Stinson, Lease & Finance Specialist and Henry Ikwut-Ukwa, Mgr. Transit Sys Planning

Local Government: MARTA

Department: Transit System Planning
Controller & TOD

Telephone: (404) 848-5828 Henry Ikwut-Ukwa

Signature:

Date: 

Please Return this form to:

Mike Alexander, Atlanta Regional Commission
40 Courtland Street NE

Atlanta, GA 30303

Ph. (404) 463-3302 Fax (404) 463-3254

malexander@atlantaregional.com

Return Date: 2/7/2006

February 6, 2006

Mr. Mike Alexander
Review Coordinator
Atlanta Regional Commission
40 Courtland Street N.E.
Atlanta, GA 30303

**RE: Development of Regional Impact (DRI)
East Medinah Village (I.D. No. R601241 DRI 981)**

The Metropolitan Atlanta Rapid Transit Authority (MARTA) has reviewed the documentation for a proposed Development of Regional Impact called East Medinah Village.

The proposed development directly abuts a section of the proposed Beltline Transit and Trail Corridor currently under study by MARTA as part of the Atlanta Inner Core Transit Corridor. With its location, density, and mix of uses, this project is transit oriented and will further support the purpose and need for the Inner Core transit concept, as well as increased patronage of other MARTA services.

MARTA Bus routes operate within walking distance of the project location, including Bus #4, Bus #55, Bus #49, and Bus # 17. There are no pending plans to increase or expand bus service in the area.

MARTA strongly supports this project and would encourage coordination of the development plans with MARTA's ongoing Inner Core Alternatives Analysis to ensure suitable connections to the proposed transit infrastructure.

Thank you for the opportunity to review the proposal, and please contact me with any questions.

Sincerely,



Henry Ikwut-Ukwa
Manager of Transit System Planning

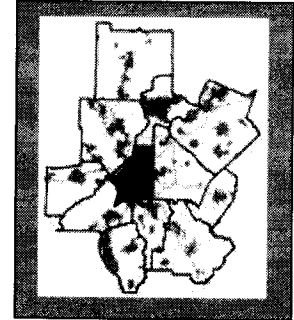
Office of Transit Systems Planning
Phone: 404-848-5828
Fax: 404-848-5132
Email: hikwut@itsmarta.com

Preliminary Report:	January 23, 2006	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	East Medinah Village #981
Final Report Due:	February 22, 2006		Comments Due By:	February 6, 2006

PRELIMINARY REPORT SUMMARY

PROPOSED DEVELOPMENT:

The proposed East Medinah Village is a mixed use development on 7.56 acres in the City of Atlanta. The proposed development will include 722 residential condominium units, 97,400 square feet of retail, and 90,700 square feet of office. The proposed development is located at the intersection of Hank Aaron Drive and Milton Avenue in the Peoplestown neighborhood of Atlanta. There are two proposed access points along Hank Aaron Drive and one access point along Milton Avenue.



PROJECT PHASING:

The project is being proposed in one phase with a project build out date for 2008.

GENERAL

According to information on the review form or comments received from potentially affected governments:

Is the proposed project consistent with the host-local government's comprehensive plan? If not, identify inconsistencies.

The project site is currently zoned I -1 (light industrial) with the southern portion of the property zoned I-2c (heavy industrial). The proposed zoning for the site is MRC-3 (mixed use development). Information submitted for the review states that the proposed development is not consistent with the City of Atlanta's Future Land Use Plan, which designates the area as industrial. However, information submitted for the review indicates that the City of Atlanta intends to amend the map to account for this development.

Is the proposed project consistent with any potentially affected local government's comprehensive plan? If not, identify inconsistencies.

This will be determined based on comments received from potentially impacted local governments.

Will the proposed project impact the implementation of any local government's short-term work program? If so, how?

This will be determined based on comments received from potentially impacted local governments.

Will the proposed project generate population and/or employment increases in the Region? If yes, what would be the major infrastructure and facilities improvements needed to support the increase?

Preliminary Report:	January 23, 2006	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	East Medinah Village #981
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Yes, the proposed development would increase the need for services in the area for existing and future residents.

What other major development projects are planned near the proposed project?

The ARC has reviewed other major development projects, known as Area Plan (1984 to 1991) or as a DRI (1991 to present), within two miles radius of the proposed project.

2000	Glenwood Park
1993	Central Olympic Stadium

Will the proposed project displace housing units or community facilities? If yes, identify and give number of units, facilities, etc.

Based on information submitted for the review, the site is currently occupied by 3 vacant buildings and a junkyard.

Will the development cause a loss in jobs? If yes, how many?

No.

Is the proposed development consistent with regional plans and policies?

East Medinah Village is a proposed mixed use development that meets many of ARC's Regional Development Polices. The proposed development is promoting investment in areas with existing infrastructure to accommodate the forecasted population and employment growth more efficiently, investing new development along transportation corridors, activity centers, and the central business district, increasing opportunities for mixed use development, infill, and redevelopment, and promoting transit oriented development. The development also provides housing choices to this part of the city while preserving the existing surrounding single family neighborhoods.

~~The proposed development is consistent with the City of Atlanta.~~

This corridor will include multi use trails and transit for residents of the City. The Beltline Redevelopment Plan designates the site of the proposed development as suitable for redevelopment of mid rise mixed use buildings. The area immediately surrounding the proposed development has been designated in the Redevelopment Plan as suitable for similar mixed use development in scale and character and medium density residential. The proposed development is compatible for the proposed Beltline Redevelopment Plan.

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PRELIMINARY REPORT

Regional Development Plan Policies

1. Provide development strategies and infrastructure investments to accommodate forecasted population and employment growth more efficiently.
2. Guide an increased share of new development to the Central Business District, transportation corridors, activity centers and town centers.
3. Increase opportunities for mixed-use development, infill and redevelopment.
4. Increase transportation choices and transit-oriented development (TOD).
5. Provide a variety of housing choices throughout the region to ensure housing for individuals and families of diverse incomes and age groups.
6. Preserve and enhance existing residential neighborhoods.
7. Advance sustainable greenfield development.
8. Protect environmentally sensitive areas.
9. Create a regional network of greenspace that connects across jurisdictional boundaries.
10. Preserve existing rural character.
11. Preserve historic resources.
12. Inform and involve the public in planning at regional, local and neighborhood levels.
13. Coordinate local policies and regulations to support the RDP.
14. Support growth management at the state level.

BEST LAND USE PRACTICES

Practice 1: Keep vehicle miles of travel (VMT) below the area average. Infill developments are the best at accomplishing this. The more remote a development the more self contained it must be to stay below the area average VMT.

Practice 2: Contribute to the area's jobs-housing balance. Strive for a job-housing balance with a three to five mile area around a development site.

Practice 3: Mix land uses at the finest grain the market will bear and include civic uses in the mix.

Practice 4: Develop in clusters and keep the clusters small. This will result in more open space preservation.

Practice 5: Place higher-density housing near commercial centers, transit lines and parks. This will enable more walking, biking and transit use.

Practice 6: Phase convenience shopping and recreational opportunities to keep pace with housing. These are valued amenities and translate into less external travel by residents if located conveniently to housing.

Practice 7: Make subdivisions into neighborhoods with well-defined centers and edges. This is traditional development.

Practice 8: Reserve school sites and donate them if necessary to attract new schools. This will result in neighborhood schools which provide a more supportive learning environment than larger ones.

Practice 9: Concentrate commercial development in compact centers or districts, rather than letting it spread out in strips.

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Practice 10: Make shopping centers and business parks into all-purpose activity centers. Suburban shopping centers and their environs could be improved by mixing uses and designing them with the pedestrian amenities of downtowns.

Practice 11: Tame auto-oriented land uses, or at least separate them from pedestrian-oriented uses. Relegate “big box” stores to areas where they will do the least harm to the community fabric.

BEST TRANSPORTATION PRACTICES

Practice 1: Design the street network with multiple connections and relatively direct routes.

Practice 2: Space through-streets no more than a half-mile apart or the equivalent route density in a curvilinear network.

Practice 3: Use traffic-calming measures liberally. Use short streets, sharp curves, center islands, traffic circles, textured pavements, speed bumps and raised crosswalks.

Practice 4: Keep speeds on local streets down to 20 mph.

Practice 5: Keep speeds on arterials and collectors down to 35 mph (at least inside communities).

Practice 6: Keep all streets as narrow as possible and never more than four traffic lanes wide. Florida suggests access streets 18 feet, subcollectors 26 feet, and collectors from 28 feet to 36 feet depending on lanes and parking.

Practice 7: Align streets to give buildings energy-efficient orientations. Allow building sites to benefit from sun angles, natural shading and prevailing breezes.

Practice 8: Avoid using traffic signals wherever possible and always space them for good traffic progression.

Practice 9: Provide networks for pedestrians and bicyclists as good as the network for motorists.

Practice 10: Provide pedestrians and bicyclists with shortcuts and alternatives to travel along high-volume streets.

Practice 11: Incorporate transit-oriented design features.

Practice 12: Establish TDM programs for local employees. Ridesharing, modified work hours, telecommuting and others.

BEST ENVIRONMENTAL PRACTICES

Practice 1: Use a systems approach to environmental planning. Shift from development orientation to basins or ecosystems planning.

Practice 2: Channel development into areas that are already disturbed.

Practice 3: Preserve patches of high-quality habitat, as large and circular as possible, feathered at the edges and connected by wildlife corridors. Stream corridors offer great potential.

Practice 4: Design around significant wetlands.

Practice 5: Establish upland buffers around all retained wetlands and natural water bodies.

Practice 6: Preserve significant uplands, too.

Practice 7: Restore and enhance ecological functions damaged by prior site activities.

Practice 8: Detain runoff with open, natural drainage systems. The more natural the system the more valuable it will be for wildlife and water quality.

Practice 9: Design man-made lakes and stormwater ponds for maximum environmental value. Recreation, stormwater management, wildlife habitat and others.

Practice 10: Use reclaimed water and integrated pest management on large landscaped areas. Integrated pest management involves controlling pests by introducing their natural enemies and cultivating disease and insect resistant grasses.

Practice 11: Use and require the use of Xeriscape™ landscaping. Xeriscaping™ is water conserving landscape methods and materials.

BEST HOUSING PRACTICES

Practice 1: Offer “life cycle” housing. Providing integrated housing for every part of the “life cycle.”

Practice 2: Achieve an average net residential density of six to seven units per acre without the appearance of crowding. Cluster housing to achieve open space.



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- Practice 3: Use cost-effective site development and construction practices. Small frontages and setbacks; rolled curbs or no curbs; shared driveways.
- Practice 4: Design of energy-saving features. Natural shading and solar access.
- Practice 5: Supply affordable single-family homes for moderate-income households.
- Practice 6: Supply affordable multi-family and accessory housing for low-income households.
- Practice 7: Tap government housing programs to broaden and deepen the housing/income mix.
- Practice 8: Mix housing to the extent the market will bear.

LOCATION

Where is the proposed project located within the host-local government's boundaries?

The project is located in the City of Atlanta. The project site approximately 7.56 acres bounded by Hank Aaron Drive, Milton Avenue, and the CSX Railroad.

Will the proposed project be located close to the host-local government's boundary with another local government? If yes, identify the other local government.

The proposed development is entirely within the City of Atlanta.

Will the proposed project be located close to land uses in other jurisdictions that would benefit, or be negatively impacted, by the project? Identify those land uses which would benefit and those which would be negatively affected and describe impacts.

The proposed development is surrounded by existing industrial and residential uses.

ECONOMY OF THE REGION

According to information on the review form or comments received from potentially affected governments:

What new taxes will be generated by the proposed project?

Estimated value of the development is \$200 million with an expected \$60 million in annual local tax revenues.

How many short-term jobs will the development generate in the Region?

Short-term jobs will depend upon construction schedule.

Is the regional work force sufficient to fill the demand created by the proposed project?

Yes.

In what ways could the proposed development have a positive or negative impact on existing industry or business in the Region?



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To be determined during the review.

NATURAL RESOURCES

Will the proposed project be located in or near wetlands, groundwater recharge area, water supply watershed, protected river corridor, or other environmentally sensitive area of the Region? If yes, identify those areas.

This project is proposed on a site that appears to be already almost entirely impervious in a dense urban area. Stormwater will be handled by the City stormwater system.

HISTORIC RESOURCES

Will the proposed project be located near a national register site? If yes, identify site.

None have been identified.

In what ways could the proposed project create impacts that would damage the resource?

Not applicable.

In what ways could the proposed project have a positive influence on efforts to preserve or promote the historic resource?

Not applicable.

INFRASTRUCTURE

Transportation

Georgia Regional Transportation Authority Review Findings

How many site access points will be associated with the proposed development? What are their locations?

Full-movement access to East Medinah Village is proposed at two locations along Hank Aaron Drive and at one location along Milton Avenue.

How much traffic (both average daily and peak am/pm) will be generated by the proposed project?

URS performed the transportation analysis. GRTA and ARC review staff agreed with the methodology and assumptions used in the analysis. The net trip generation is based on the rates published in the 7th edition of the Institute of Transportation Engineers (ITE) Trip Generation report; they are listed in the following table:

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Land Use	A.M. Peak Hour			P.M. Peak Hour			24-Hour
	Enter	Exit	2-Way	Enter	Exit	2-Way	2-Way
772 Condominiums	45	220	265	215	106	321	3647
90,700 sq ft Office Space	153	20	173	31	149	180	1237
97,400 sq ft Retail	39	26	65	169	163	332	3199
Total Reductions	-57	-47	-104	-174	-178	-352	-3224
TOTAL NEW TRIPS	257	269	526	325	347	672	7760

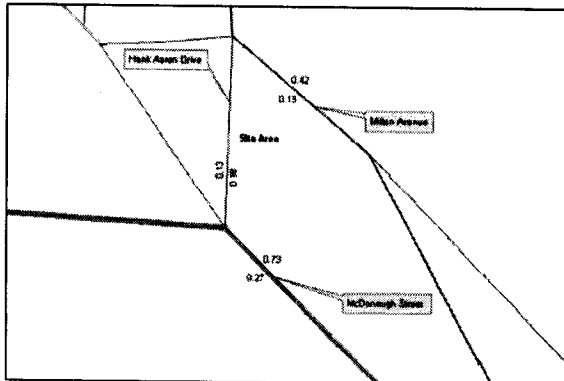
What are the existing traffic patterns and volumes on the local, county, state and interstate roads that serve the site?

Incorporating the trip generation results, the transportation consultant distributed the traffic on the current roadway network. An assessment of the existing Level of Service (LOS) and projected LOS based on the trip distribution findings helps to determine the study network. The results of this exercise determined the study network, which has been approved by ARC and GRТА. If analysis of an intersection or roadway results in a substandard LOS "D", then the consultant recommends improvements.

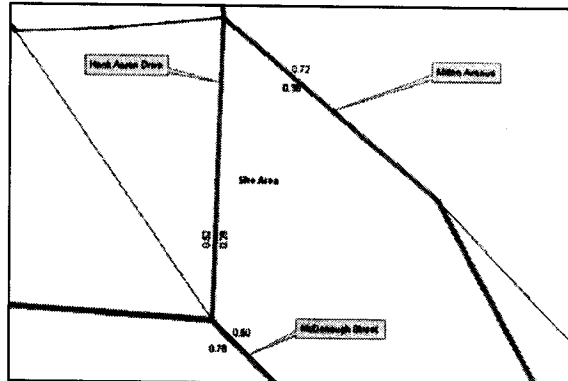
Projected traffic volumes from the Regional Travel Demand Model are compared to the assigned capacity of facilities within the study network. This data is used to calculate a volume to capacity (V/C) ratio. The V/C ratio values that define the LOS thresholds vary depending on factors such as the type of terrain traversed and the percent of the road where passing is prohibited. LOS A is free-flow traffic from 0 to 0.3, LOS B is decreased free-flow from 0.31 to 0.5, LOS C is limited mobility from 0.51 to 0.75, LOS D is restricted mobility from 0.76 to 0.9, LOS E is at or near capacity from 0.91 to 1.00, and LOS F is breakdown flow with a V/C ratio of 1.01 or above. As a V/C ratio reaches 0.8, congestion increases. The V/C ratios for traffic in various network years are presented in the following table. Any facilities that have a V/C ratio of 1.0 or above are considered congested.

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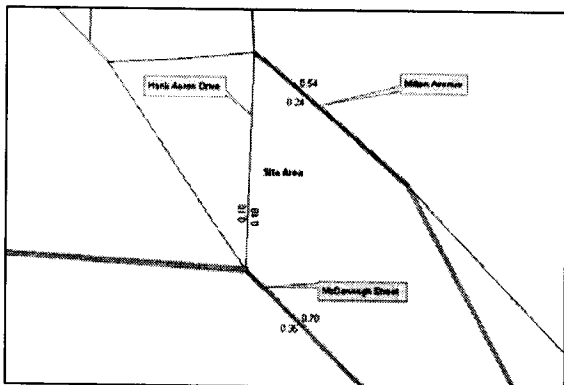
V/C Ratios



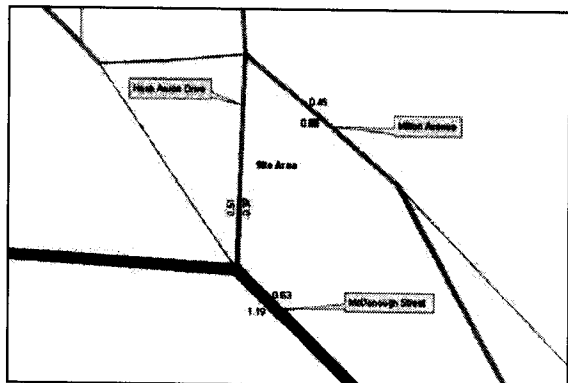
2005 AM Peak



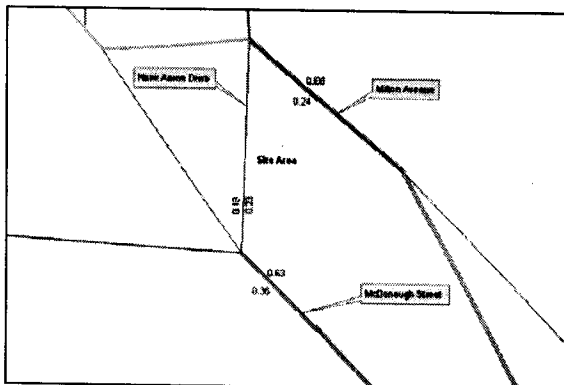
2005 PM Peak



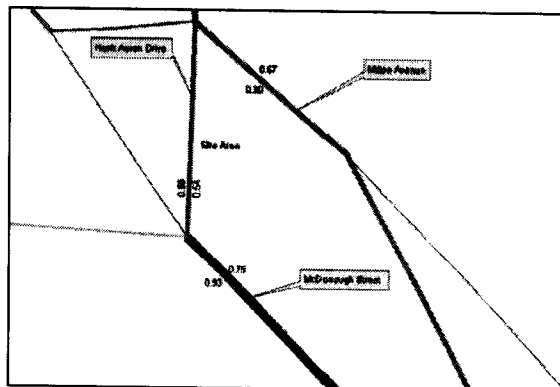
2010 AM Peak



2010 PM Peak



2030 AM Peak



2030 PM Peak

Legend

AM/PM Peak V/C Ratio — LOS A: 0 - 0.3 — LOS B: 0.31 - 0.5 — LOS C: 0.51 - 0.75 — LOS D: 0.76 - 0.90 — LOS E: 0.91 - 1.00 — LOS F: 1.01+

For the V/C ratio graphic, the data is based on 2005, 2010 and 2030 A.M./P.M. peak volume data generated from ARC's travel demand model for Mobility 2030, the 2030 RTP and the FY 2005-2010 TIP, approved in December 2004. The travel demand model incorporates lane addition improvements and updates to the network as appropriate. As the life of the RTP progresses, volume and/or V/C ratio data may appear inconsistent due to (1) effect of implementation of nearby new or expanded facilities or (2) impact of socio-economic data on facility types.



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List the transportation improvements that would affect or be affected by the proposed project.

2005-2010 TIP*

ARC Number	Route	Type of Improvement	Scheduled Completion Year
<u>AR-441A</u>	I-75/I-85 RAMP METERS / HIGHWAY ADVISORY RADIO	Roadway Operations	2007
<u>441B</u>	I-75/I-85 RAMP METERS / HIGHWAY ADVISORY RADIO	Roadway Operations	2007
<u>AR-444A,B</u>	I-20 EAST AND WEST RAMP METERS / HIGHWAY ADVISORY RADIO	Roadway Operations	2008
<u>AT-AR-BP098</u>	WEST END RAIL MULTI-USE TRAIL	Multi-Use Bike/Ped Facility	2008

2030 RTP*

ARC Number	Route	Type of Improvement	Scheduled Completion Year
<u>AT-175</u>	UNIVERSITY AVENUE	Roadway Capacity	2015
<u>AR-450B1,2</u>	INNER CORE TRANSPORTATION CORRIDOR - PHASE 1, SEGMENT 2 - MULTI-USE PATH IN THE SOUTHEAST QUADRANT [SEE ALSO OTHER AR-450 AND AR-451 SERIES LINE ITEMS]	Bike/Ped	2012
<u>AR-451B1</u>	INNER CORE TRANSPORTATION CORRIDOR - PHASE 2, SEGMENT 2 - TRANSIT SERVICE IN THE SOUTHEAST QUADRANT [SEE ALSO OTHER AR-450 AND AR-451 SERIES LINE ITEMS]	Transit Facility	2025

**The ARC Board adopted the 2030 RTP and FY 2005-2010 TIP in December 2004. USDOT approved in December 2004.*

Summarize the transportation improvements as recommended by consultant in the traffic study for East Medinah Village.

According to the findings, there will be no capacity deficiencies as a result of future year **background** traffic. The transportation consultant has made no recommendations for improvements to be carried out in order to upgrade the existing level of service.

According to the findings, there will be some capacity deficiencies as a result of future year **total** traffic. The transportation consultant has made recommendations for improvements to be carried out in order to upgrade the existing level of service.

Hank Aaron Drive at North Driveway

- Add exclusive left-turn and right-turn exiting lanes.
- Add no additional auxiliary entering lanes.

Hank Aaron Drive at South Driveway

- Add exclusive left-turn and right turn exiting lanes.
- Add no additional auxiliary entering lanes.

Milton Avenue at Eastern Driveway

- Add a single exiting lane.



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- Add no additional auxiliary entering lanes.

Is the site served by transit? If so, describe type and level of service and how it will enhance or be enhanced by the presence of transit? Are there plans to provide or expand transit service in the vicinity of the proposed project?

No MARTA rail stations are located within 1/2 mile of the site. However, bus service to nearby rail stations exists along roads adjacent to the site.

- MARTA bus route # 4 operates Monday through Friday from 4:42 am till 11:51 pm with headways every 20 minutes. Saturday service is provided from 5:28 am till 11:58 pm with headways every 45 minutes and Sunday service is provided from 5:40 am till 11:54 pm with headways every 45 minutes.
- MARTA bus route # 55 operates Monday through Friday from 5:00 am till 11:39 pm with headways every 30 minutes. Saturday service is provided from 6:00 am till 10:25 pm with headways every 50 minutes and Sunday service is provided from 6:00 am till 9:47 pm with headways every 60 minutes.
- MARTA bus route #17 operates Monday through Friday from 4:41 am till 11:58 pm with headways every 35 minutes. Saturday service is provided from 5:50 am till 11:57 pm with headways every 40 minutes and Sunday service is provided from 5:50 am till 11:17 pm with headways every 40 minutes.
- MARTA bus route # 49 operates Monday through Friday from 5:18 am till 11:06 pm with headways every 25 minutes. Saturday service is provided from 5:56 am till 10:33 pm with headways every 45 minutes.

What transportation demand management strategies does the developer propose (carpool, flex-time, transit subsidy, etc.)?

None proposed.

Air Quality Impacts/Mitigation (based on ARC strategies)	Credits	Total
Where Residential is dominant, >15 units/ac	6%	6%
Where Residential is dominant, 10% Retail and 10% Office	9%	9%
w/in 1/4 mile of Bus Stop (CCT, MARTA, Other)	3%	3%
Bike/ped networks that meet Mixed Use or Density target and connect to adjoining uses	5%	5%
Total		23%

What are the conclusions of this review? Is the transportation system (existing and planned) capable of accommodating these trips?

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Traffic impacts by this development are minimal. However, given the projects close proximity to entrance ramps to the I-75/I-85 connector at University Avenue which, according to the traffic study, are projected to operate at a level of service of D in 2008, it is suggested that all recommended improvements be implemented prior to completion of the development.

INFRASTRUCTURE

Wastewater and Sewage

Based on regional averages, wastewater is estimated at 0.24 MGD.

Which facility will treat wastewater from the project?

Information submitted with the review states that the R.M Clayton plant will provide wastewater treatment for the proposed development.

What is the current permitted capacity and average annual flow to this facility?

The capacity of R.M.Clayton is listed below

PERMITTED CAPACITY MMF, MGD ₁	DESIGN CAPACITY MMF, MGD	2001 MMF, MGD	2008 MMF, MGD	2008 CAPACITY AVAILABLE +/-, MGD	PLANNED EXPANSION	REMARKS
No flow limit	122	99	120	2	None. Plan before EPD to permit plant at design capacity consistent with draft Chattahoochee River Model.	Existing Consent Decree with the U.S. EPA and Georgia EPD require CSO and SSO improvements throughout City of Atlanta wastewater system by 2207 and 2014, respectively.

MMF: Maximum Monthly Flow. Mgd: million of gallons per day.

*₁ Source: Metropolitan North Georgia Water Planning District **SHORT-TERM WASTEWATER CAPACITY PLAN**, August 2002.*

What other major developments will be served by the plant serving this project?

ARC has reviewed a number of major developments that will be served by this plant.

INFRASTRUCTURE

Water Supply and Treatment

How much water will the proposed project demand?

Water demand also is estimated at .24 MGD based on regional averages.

Preliminary Report:	January 23, 2006	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	East Medinah Village #981
Final Report Due:	February 22, 2006		Comments Due By:	February 6, 2006

How will the proposed project's demand for water impact the water supply or treatment facilities of the jurisdiction providing the service?

Information submitted with the review suggests that there is sufficient water supply capacity available for the proposed project.

INFRASTRUCTURE

Solid Waste

How much solid waste will be generated by the project? Where will this waste be disposed?

Information submitted with the review 1577.62 tons of solid waste per year.

Other than adding to a serious regional solid waste disposal problem, will the project create any unusual waste handling or disposal problems?

No.

Are there any provisions for recycling this project's solid waste?

None stated.

INFRASTRUCTURE

Other facilities

According to information gained in the review process, will there be any unusual intergovernmental impacts on:

- **Levels of governmental services?**
- **Administrative facilities?**
- **Schools?**
- **Libraries or cultural facilities?**
- **Fire, police, or EMS?**
- **Other government facilities?**
- **Other community services/resources (day care, health care, low income, non-English speaking, elderly, etc.)?**

To be determined during the review.

AGING



Preliminary Report:	January 23, 2006	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	East Medinah Village #981
Final Report Due:	February 22, 2006		Comments Due By:	February 6, 2006

Does the development address population needs by age?

To be determined during the review.

What is the age demographic in the immediate area of the development?

To be determined during the review.

HOUSING

Will the proposed project create a demand for additional housing?

No, the project will provide an additional 722 housing units that will include condominiums.

Will the proposed project provide housing opportunities close to existing employment centers?

Yes, once developed, this project will provide housing opportunities for existing employment centers.

Is there housing accessible to the project in all price ranges demanded?

The site proposed for the development is located in Census Tract 56. This tract had a 4.3 percent increase in number of housing units from 2000 to 2003 according to ARC's Population and Housing Report. The report shows that 45 percent of the housing units are single-family, compared to 69 percent for the region; thus indicating a variety of housing options around the development area.

Is it likely or unlikely that potential employees of the proposed project will be able to find affordable* housing?

Likely, assuming the development is approved with multiple price ranges of housing.

* Defined as 30 percent of the income of a family making 80 percent of the median income of the Region – FY 2000 median income of \$51,649 for family of 4 in Georgia.

Your DRI ID NUMBER for this submission is: 981
 Use this number when filling out a DRI REVIEW REQUEST.
 Submitted on: 12/20/2005 3:49:13 PM

DEVELOPMENT OF REGIONAL IMPACT Fulton County Initial DRI Information (Form1b)

This form is intended for use by local governments within the Metropolitan Region Tier that are also within the jurisdiction of the Georgia Regional Transportation Authority (GRTA). The form is to be completed by the city or county government for submission to your Regional Development Center (RDC), GRTA and DCA. This form provides basic project information that will allow the RDC to determine if the project appears to meet or exceed applicable DRI thresholds. Local governments should refer to both the Rules for the DRI Process 110-12-3 and the DRI Tiers and Thresholds established by DCA.

Local Government Information

Submitting Local Government:	City of Atlanta
*Individual completing form and Mailing Address:	Harry Boxler Principal Planner City of Atlanta City Hall Bureau of Planning Suite 3350 55 Trinity Ave., S.W. Atlanta, Georgia 30303
Telephone:	404-330-6911
Fax:	404-658-7491
E-mail (only one):	hboxler@atlantaga.gov

*Note: The local government representative completing this form is responsible for the accuracy of the information contained herein. If a project is to be located in more than one jurisdiction and, in total, the project meets or exceeds a DRI threshold, the local government in which the largest portion of the project is to be located is responsible for initiating the DRI review process.

Proposed Project Information

Name of Proposed Project:		East Medinah Village
Development Type	Description of Project	Thresholds
Mixed Use	Retail - 151K s.f. Residential - 914K s.f. 762 units.	View Thresholds
Developer / Applicant and Mailing Address:		East Medinah Village, LLC 1259 Metropolitan Avenue Atlanta, Georgia 30316
Telephone:		404-521-9000
Fax:		404-521-9002
Email:		ajhyamini@bellsouth.net
Name of property owner(s) if different from developer/ applicant:		
Provide Land-Lot-District Number:		LL 55, 14th District
What are the principal streets or roads providing vehicular access to the site?		Hank Aaron Drive
Provide name of nearest street(s) or intersection:		Hank Aaron Drive and Milton Avenue
Provide geographic coordinates (latitude/longitude) of the center of the proposed project (optional):		/
If available, provide a link to a website providing a general location map of the proposed project (optional). (http://www.mapquest.com or http://www.mapblast.com are helpful sites to use.):		
Is the proposed project entirely located within your local government's jurisdiction?		Y
If yes, how close is the boundary of the nearest other local government?		

If no, provide the following information:	
In what additional jurisdictions is the project located?	
In which jurisdiction is the majority of the project located? (give percent of project)	Name: Atlanta (NOTE: This local government is responsible for initiating the DRI review process.) Percent of Project: 100
Is the current proposal a continuation or expansion of a previous DRI?	N
If yes, provide the following information (where applicable):	Name:
	Project ID:
	App #:
The initial action being requested of the local government by the applicant is:	Rezoning
What is the name of the water supplier for this site?	City of Atlanta
What is the name of the wastewater treatment supplier for this site?	City of Atlanta
Is this project a phase or part of a larger overall project?	N
If yes, what percent of the overall project does this project/phase represent?	
Estimated Completion Dates:	This project/phase: Overall project: 2011

Local Government Comprehensive Plan

Is the development consistent with the local government's comprehensive plan, including the Future Land Use Map?	N
If no, does the local government intend to amend the plan/map to account for this development?	Y
If amendments are needed, when will the plan/map be amended?	

Service Delivery Strategy

Is all local service provision consistent with the countywide Service Delivery Strategy?	Y
If no, when will required amendments to the countywide Service Delivery Strategy be complete?	

Land Transportation Improvements

Are land transportation or access improvements planned or needed to support the proposed project?	
If yes, how have these improvements been identified:	
Included in local government Comprehensive Plan or Short Term Work Program?	
Included in other local government plans (e.g. SPLOST/LOST Projects, etc.)?	
Included in an official Transportation Improvement Plan (TIP)?	
Developer/Applicant has identified needed improvements?	
Other (Please Describe): To be identified in traffic study.	Y

Submitted on: 1/19/2006 12:37:13 PM

DEVELOPMENT OF REGIONAL IMPACT DRI Review Initiation Request (Form2a)

Local Government Information

Submitting Local Government:	City of Atlanta
Individual completing form:	Harry Boxler, Principal Planner
Telephone:	404-330-6911
Fax:	404-658-7491
Email (only one):	hboxler@atlantaga.gov

Proposed Project Information

Name of Proposed Project:	East Medinah Village
DRI ID Number:	981
Developer/Applicant:	East Medinah Village, LLC
Telephone:	404-467-5255
Fax:	404-467-5256
Email(s):	t;lcscdc@bellsouth.net

DRI Review Process

Has the RDC identified any additional information required in order to proceed with the official regional review process? (If no, proceed to Economic Impacts.)	Y
If yes, has that additional information been provided to your RDC and, if applicable, GRTA?	Y
If no, the official review process can not start until this additional information is provided.	

Economic Impacts

Estimated Value at Build-Out:	200,000,000
Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development:	60,000,000
Is the regional work force sufficient to fill the demand created by the proposed project?	Y
If the development will displace any existing uses, please describe (using number of units, square feet., etc): Two existing gas stations will be displaced.	

Community Facilities Impacts

Water Supply

Name of water supply provider for this site:	City of Atlanta
What is the estimated water supply demand to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	0.24 MGD
Is sufficient water supply capacity available to serve the proposed project?	Y
If no, are there any current plans to expand existing water supply capacity?	N
If there are plans to expand the existing water supply capacity, briefly describe below:	
If water line extension is required to serve this project, how much additional line (in miles) will be required?	

Wastewater Disposal

Name of wastewater treatment provider for this site:	City of Atlanta
--	-----------------

What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	0.24 MGD
Is sufficient wastewater treatment capacity available to serve this proposed project?	Y
If no, are there any current plans to expand existing wastewater treatment capacity?	N
If there are plans to expand existing wastewater treatment capacity, briefly describe below:	
If sewer line extension is required to serve this project, how much additional line (in miles) will be required?	

Land Transportation

How much traffic volume is expected to be generated by the proposed development, in peak hour vehicle trips per day? (If only an alternative measure of volume is available, please provide.)	526 (am peak hour), 672 (pm peak hour)
Has a traffic study been performed to determine whether or not transportation or access improvements will be needed to serve this project?	Y
If yes, has a copy of the study been provided to the local government?	Y
If transportation improvements are needed to serve this project, please describe below: See traffic impact study	

Solid Waste Disposal

How much solid waste is the project expected to generate annually (in tons)?	1577.62 tpy
Is sufficient landfill capacity available to serve this proposed project?	Y
If no, are there any current plans to expand existing landfill capacity?	N
If there are plans to expand existing landfill capacity, briefly describe below:	
Will any hazardous waste be generated by the development? If yes, please explain below:	
	N

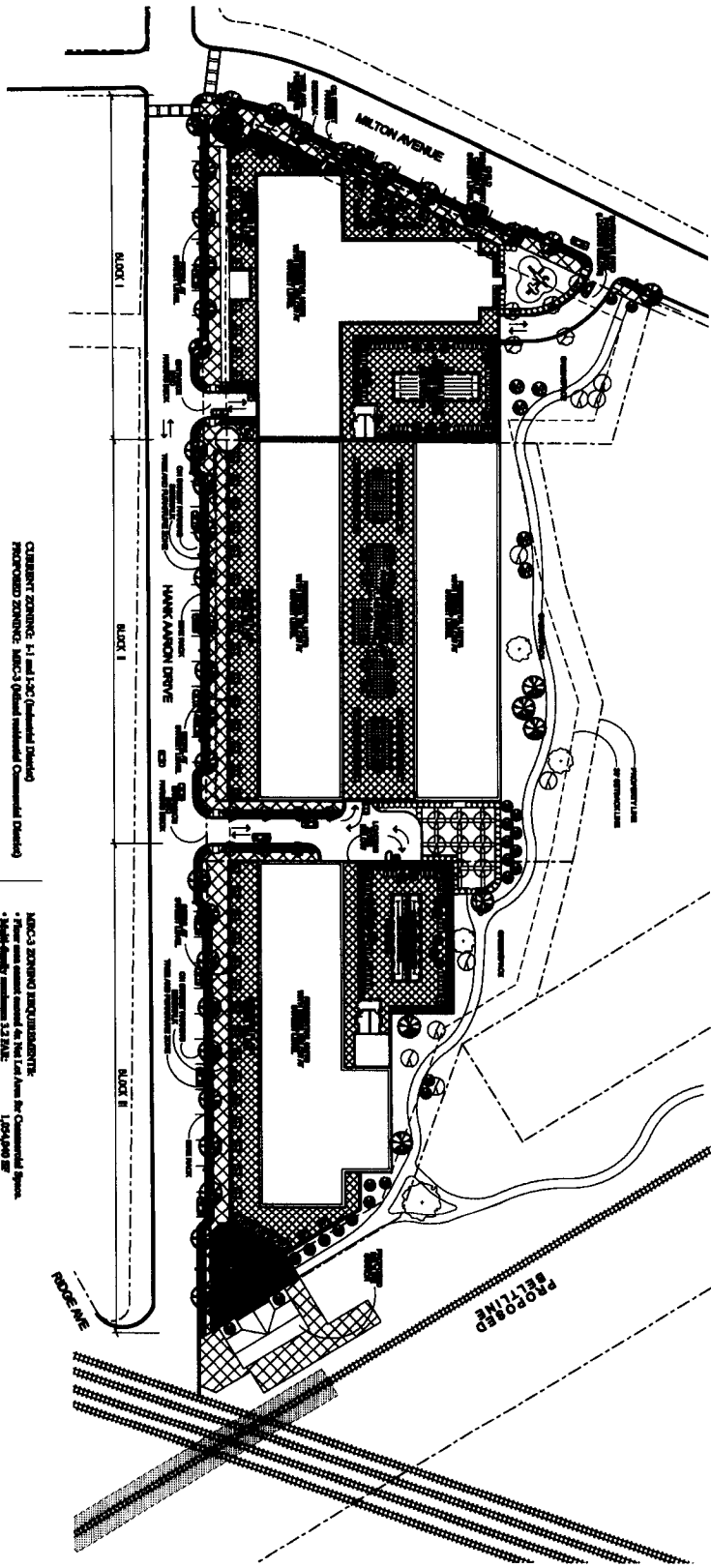
Stormwater Management

What percentage of the site is projected to be impervious surface once the proposed development has been constructed?	+/- 60%
Is the site located in a water supply watershed?	N
If yes, list the watershed(s) name(s) below:	
Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management:	

Environmental Quality

Is the development located within, or likely to affect any of the following:	
1. Water supply watersheds?	N
2. Significant groundwater recharge areas?	N
3. Wetlands?	N
4. Protected mountains?	N
5. Protected river corridors?	N
If you answered yes to any question 1-5 above, describe how the identified resource(s) may be affected below: Potential impacts will be from stormwater runoff. Detention ponds, water quality features, stream buffers and/or protection channel protection measures will be implemented in accordance with the City of Atlanta and Georgia Soil and Water Conservation Commission standards.	

Has the local government implemented environmental regulations consistent with the Department of Natural Resources' Rules for Environmental Planning Criteria?	Y
Is the development located within, or likely to affect any of the following:	
1. Floodplains?	N
2. Historic resources?	N
3. Other environmentally sensitive resources?	N
If you answered yes to any question 1-3 above, describe how the identified resource(s) may be affected below:	



CURRENT ZONING: S1 and S2C (General District)
PREFERRED ZONING: MDC-3 (Mixed Medium-Density Commercial District)

TOTAL CONTRACTED AREA:
 • Commercial Space (14,235)
 • Residential Space (79,400)
 • Parking Space (2,111 spaces)

PROPERTY DATA:
 Net Lot Area: 275,790 SF
 Gross Lot Area: 329,577.4 SF

BLOCK I: (10 Flows)
 • Commercial Space
 • Residential Space (79 units)
 • Parking Space (200 spaces)

BLOCK II: (14 Flows)
 • Commercial Space
 • Residential Space (144 units)
 • Parking Space (145 spaces)

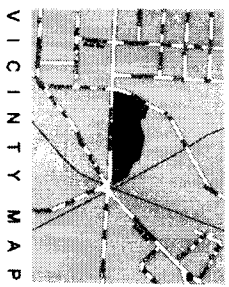
BLOCK III: (14 Flows)
 • Commercial Space
 • Residential Space (210 units)
 • Parking Space (264 spaces)

MDC-3 ZONING REQUIREMENTS:
 • Floor area cannot exceed the Net Lot Area for Commercial Space
 • Minimum density: 1.0 FPA
 • Maximum density: 3.0 FPA
 • Parking: 1.0 space per 1,000 sq ft of commercial space
 • Height: 4 stories maximum
 • Setbacks: 10 feet minimum
 • Signage: 100 sq ft maximum

DEVELOPER'S PROPOSED DEVELOPMENT DATA:
 Net Lot Area: 275,790 SF
 Gross Lot Area: 329,577.4 SF
 Commercial Space: 14,235 SF
 Residential Space: 79,400 SF
 Parking Space: 2,111 SF
 Total of Flows: 14,235 + 79,400 = 93,635 SF
 Total of Units: 144 + 210 = 354 units
 Total of Parking: 200 + 145 + 264 = 609 spaces



1 SITE PLAN
 A0.1 SCALE: 1/8" = 1'-0"

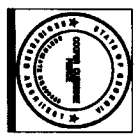


V I C I N I T Y M A P

PROJECT NO.: C 096

THIS DRAWING IS HALF SET

EAST MEDINAH VILLAGE
 Peoplestown Neighborhood
 Atlanta, GA



DATE: 11/11/11
 DRAWN BY: [Name]
 CHECKED BY: [Name]
 PROJECT NO.: C 096

Your DRI ID NUMBER for this submission is: **981**
 Use this number when filling out a DRI REVIEW REQUEST.
 Submitted on: 12/20/2005 3:49:13 PM

DEVELOPMENT OF REGIONAL IMPACT Fulton County Initial DRI Information (Form1b)

This form is intended for use by local governments within the Metropolitan Region Tier that are also within the jurisdiction of the Georgia Regional Transportation Authority (GRTA). The form is to be completed by the city or county government for submission to your Regional Development Center (RDC), GRTA and DCA. This form provides basic project information that will allow the RDC to determine if the project appears to meet or exceed applicable DRI thresholds. Local governments should refer to both the Rules for the DRI Process 110-12-3 and the DRI Tiers and Thresholds established by DCA.

Local Government Information

Submitting Local Government:	City of Atlanta
*Individual completing form and Mailing Address:	Harry Boxler Principal Planner City of Atlanta City Hall Bureau of Planning Suite 3350 55 Trinity Ave., S.W. Atlanta, Georgia 30303
Telephone:	404-330-6911
Fax:	404-658-7491
E-mail (only one):	hboxler@atlantaga.gov

*Note: The local government representative completing this form is responsible for the accuracy of the information contained herein. If a project is to be located in more than one jurisdiction and, in total, the project meets or exceeds a DRI threshold, the local government in which the largest portion of the project is to be located is responsible for initiating the DRI review process.

Proposed Project Information

Name of Proposed Project:	East Medinah Village
---------------------------	----------------------

Development Type	Description of Project	Thresholds
Mixed Use	Retail - 151K s.f. Residential - 914K s.f. 762 units.	View Thresholds

Developer / Applicant and Mailing Address:	East Medinah Village, LLC 1259 Metropolitan Avenue Atlanta, Georgia 30316
Telephone:	404-521-9000
Fax:	404-521-9002
Email:	ajhyamini@bellsouth.net
Name of property owner(s) if different from developer/ applicant:	
Provide Land-Lot-District Number:	LL 55, 14th District
What are the principal streets or roads providing vehicular access to the site?	Hank Aaron Drive
Provide name of nearest street(s) or intersection:	Hank Aaron Drive and Milton Avenue
Provide geographic coordinates (latitude/longitude) of the center of the proposed project (optional):	/
If available, provide a link to a website providing a general location map of the proposed project (optional). (http://www.mapquest.com or http://www.mapblast.com are helpful sites to use.):	
Is the proposed project entirely located within your local government's jurisdiction?	Y
If yes, how close is the boundary of the nearest other local government?	

If no, provide the following information:	
In what additional jurisdictions is the project located?	
In which jurisdiction is the majority of the project located? (give percent of project)	Name: Atlanta (NOTE: This local government is responsible for initiating the DRI review process.)
	Percent of Project: 100
Is the current proposal a continuation or expansion of a previous DRI?	N
If yes, provide the following information (where applicable):	Name:
	Project ID:
	App #:
The initial action being requested of the local government by the applicant is:	Rezoning
What is the name of the water supplier for this site?	City of Atlanta
What is the name of the wastewater treatment supplier for this site?	City of Atlanta
Is this project a phase or part of a larger overall project?	N
If yes, what percent of the overall project does this project/phase represent?	
Estimated Completion Dates:	This project/phase: Overall project: 2011

Local Government Comprehensive Plan

Is the development consistent with the local government's comprehensive plan, including the Future Land Use Map?	N
If no, does the local government intend to amend the plan/map to account for this development?	Y
If amendments are needed, when will the plan/map be amended?	<input type="text"/>

Service Delivery Strategy

Is all local service provision consistent with the countywide Service Delivery Strategy?	Y
If no, when will required amendments to the countywide Service Delivery Strategy be complete?	<input type="text"/>

Land Transportation Improvements

Are land transportation or access improvements planned or needed to support the proposed project?	<input type="text"/>
If yes, how have these improvements been identified:	
Included in local government Comprehensive Plan or Short Term Work Program?	<input type="text"/>
Included in other local government plans (e.g. SPLOST/LOST Projects, etc.)?	<input type="text"/>
Included in an official Transportation Improvement Plan (TIP)?	<input type="text"/>
Developer/Applicant has identified needed improvements?	<input type="text"/>
Other (Please Describe): To be identified in traffic study.	Y

Submitted on: 1/19/2006 12:37:13 PM

DEVELOPMENT OF REGIONAL IMPACT DRI Review Initiation Request (Form2a)

Local Government Information

Submitting Local Government:	City of Atlanta
Individual completing form:	Harry Boxler, Principal Planner
Telephone:	404-330-6911
Fax:	404-658-7491
Email (only one):	hboxler@atlantaga.gov

Proposed Project Information

Name of Proposed Project:	East Medinah Village
DRI ID Number:	981
Developer/Applicant:	East Medinah Village, LLC
Telephone:	404-467-5255
Fax:	404-467-5256
Email(s):	t;lcscdc@bellsouth.net

DRI Review Process

Has the RDC identified any additional information required in order to proceed with the official regional review process? (If no, proceed to Economic Impacts.)	Y
If yes, has that additional information been provided to your RDC and, if applicable, GRTA?	Y
If no, the official review process can not start until this additional information is provided.	

Economic Impacts

Estimated Value at Build-Out:	200,000,000
Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development:	60,000,000
Is the regional work force sufficient to fill the demand created by the proposed project?	Y
If the development will displace any existing uses, please describe (using number of units, square feet., etc): Two existing gas stations will be displaced.	

Community Facilities Impacts

Water Supply

Name of water supply provider for this site:	City of Atlanta
What is the estimated water supply demand to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	0.24 MGD
Is sufficient water supply capacity available to serve the proposed project?	Y
If no, are there any current plans to expand existing water supply capacity?	N
If there are plans to expand the existing water supply capacity, briefly describe below:	
If water line extension is required to serve this project, how much additional line (in miles) will be required?	

Wastewater Disposal

Name of wastewater treatment provider for this site:	City of Atlanta
--	-----------------

What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	0.24 MGD
Is sufficient wastewater treatment capacity available to serve this proposed project?	Y
If no, are there any current plans to expand existing wastewater treatment capacity?	N
If there are plans to expand existing wastewater treatment capacity, briefly describe below:	
If sewer line extension is required to serve this project, how much additional line (in miles) will be required?	

Land Transportation

How much traffic volume is expected to be generated by the proposed development, in peak hour vehicle trips per day? (If only an alternative measure of volume is available, please provide.)	526 (am peak hour), 672 (pm peak hour)
Has a traffic study been performed to determine whether or not transportation or access improvements will be needed to serve this project?	Y
If yes, has a copy of the study been provided to the local government?	Y
If transportation improvements are needed to serve this project, please describe below: See traffic impact study	

Solid Waste Disposal

How much solid waste is the project expected to generate annually (in tons)?	1577.62 tpy
Is sufficient landfill capacity available to serve this proposed project?	Y
If no, are there any current plans to expand existing landfill capacity?	N
If there are plans to expand existing landfill capacity, briefly describe below:	
Will any hazardous waste be generated by the development? If yes, please explain below:	
	N

Stormwater Management

What percentage of the site is projected to be impervious surface once the proposed development has been constructed?	+/- 60%
Is the site located in a water supply watershed?	N
If yes, list the watershed(s) name(s) below:	
Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management:	

Environmental Quality

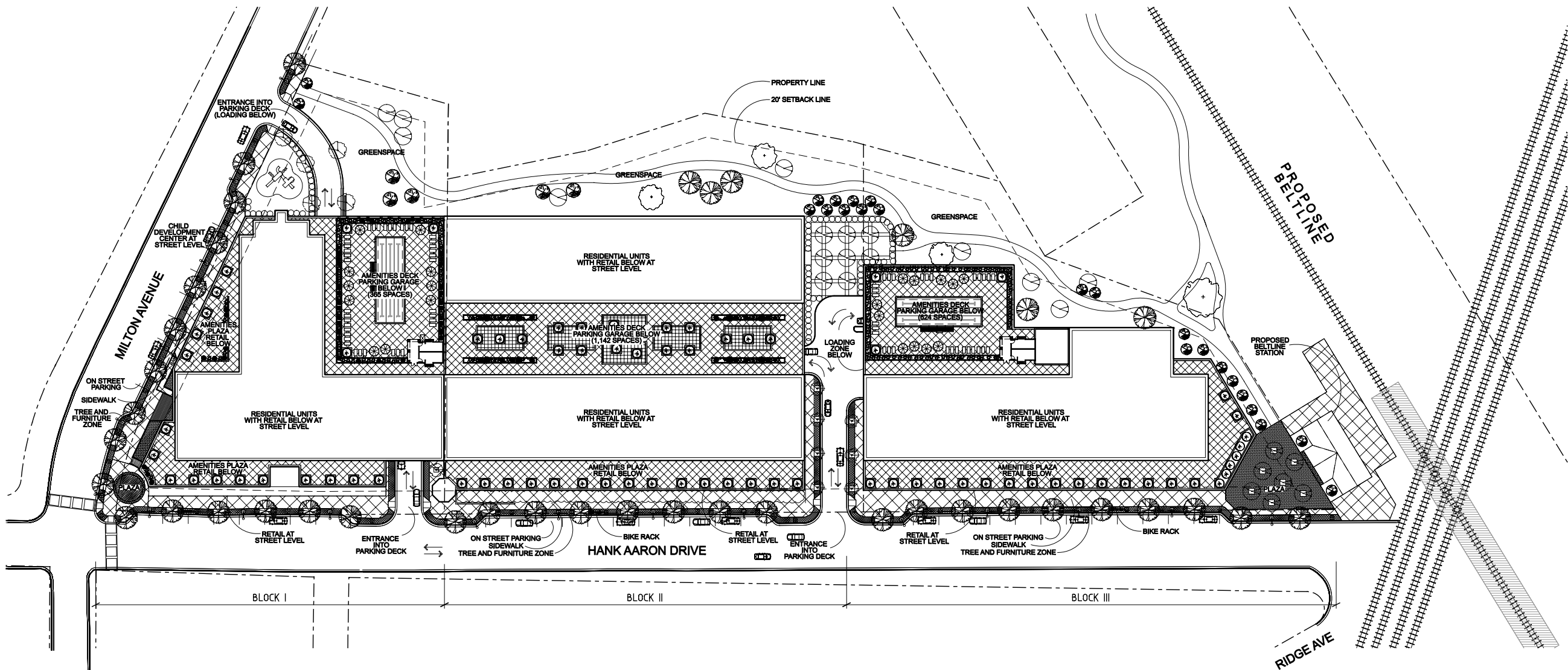
Is the development located within, or likely to affect any of the following:	
1. Water supply watersheds?	N
2. Significant groundwater recharge areas?	N
3. Wetlands?	N
4. Protected mountains?	N
5. Protected river corridors?	N
If you answered yes to any question 1-5 above, describe how the identified resource(s) may be affected below: Potential impacts will be from stormwater runoff. Detention ponds, water quality features, stream buffers and/or protection channel protection measures will be implemented in accordance with the City of Atlanta and Georgia Soil and Water Conservation Commission standards.	

Has the local government implemented environmental regulations consistent with the Department of Natural Resources' Rules for Environmental Planning Criteria?	Y
Is the development located within, or likely to affect any of the following:	
1. Floodplains?	N
2. Historic resources?	N
3. Other environmentally sensitive resources?	N
If you answered yes to any question 1-3 above, describe how the identified resource(s) may be affected below:	

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EAST MEDINAH VILLAGE
 Peopletown Neighborhood
 Atlanta, GA



CURRENT ZONING: I-1 and I-2C (Industrial District)
PROPOSED ZONING: MRC-3 (Mixed residential Commercial District)

TOTAL CONSTRUCTED AREA:	1,884,499 SF
TOTAL USABLE SPACE:	1,066,326 SF
• Commercial Space (14.2%)	151,926 SF
• Residential Space (762 units)	914,400 SF
• Parking Deck (2,131 Spaces)	818,173 SF

PROPERTY DATA:

Net Lot Area:	275,709 SF
Gross Lot Area:	329,387.4 SF

BLOCK I: (10 Floors)

• Commercial Space	304,345 SF
• Residential Space (98 units)	46,372 SF
• Parking Deck (365 Spaces)	117,600 SF
	140,373 SF

BLOCK II: (14 Floors)

• Commercial Space	991,912 SF
• Residential Space (454 units)	45,712 SF
• Parking Deck (1,142 Spaces)	544,800 SF
	401,400 SF

BLOCK III: (14 Floors)

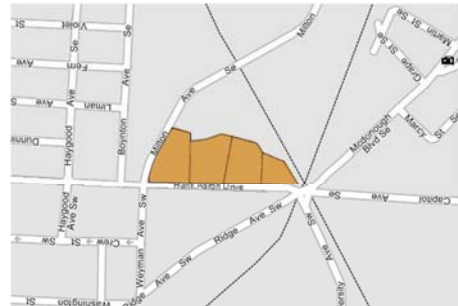
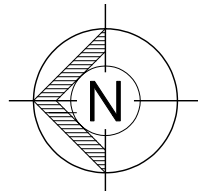
• Commercial Space	588,242 SF
• Residential Space (210 units)	59,842 SF
• Parking Deck (624 Spaces)	252,000 SF
	276,400 SF

MRC-3 ZONING REQUIREMENTS:

- Floor area cannot exceed 4x Net Lot Area for Commercial Space.
- Multi-family maximum 3.2 FAR: 1,054,040 SF
- FAR Bonuses maximum 3.696FAR: 1,217,415 SF
- Parking Requirements: 1048
 - Residential (1 / unit): 762
 - Retail (1/600 SF): 230
 - Office (1/250 SF) may be shared: 56
- Max. Bldg. Coverage (85% Net Lot): 234,352.65 SF
- Height restriction: 225 FT

EAST MEDINAH VILLAGE DEVELOPMENT DATA:

- Total Floor Area: 1,066,326 SF
- FAR Bonuses:
 - Allowable 3.2 FAR: 1,054,040 SF
 - Commercial Space: 50,642 SF
 - Civic Space: 6,800 SF
 - Open Space: 101,893 SF
 - Total w/ Bonuses: 1,213,375 SF
- Parking Calculations: 2131
 - Residential (1.8 / unit)(shared not incl.): 1385
 - Retail (1/200 SF): 690
 - Office (1/250 SF) shared for resid.: 56
- Building Coverage (63.3%): 174,586 SF
- Maximum Height: (14 stories): 175 FT
- Green Space (23.3%): 64,407 SF



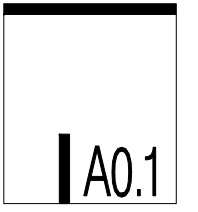
V I C I N T Y M A P

1
 A0.1
 SITE PLAN
 SCALE 160" = 1'-0"

12.13.05

PROJECT NO.: C 5045

SITE PLAN



THIS DRAWING IS HALF SIZE